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Three flights were made during this period. Two slipper ferry missions and a repeat of the 71M' mission. Preliminary results indicate the cooler fuel oil heat exchanger decrease the manufactured fuel from 5% to 3%. More detailed information on the recent series of range missions will be reported as soon as possible.

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4. PROGRAM TITLE										
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19. COMMENTS

Two flights with slipper tanks were made during this period. They were level cruise missions at 72M and $70M_{\bullet}$

A J-57 fuel oil heat exchanger has been installed and shows a decrease in manufactured fuel. Final evaluation of this change should be made next period.

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342	5 f	lts remaining		none		89 fl:	ights
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13. COMMENTS

The inspection has been completed with no major problems encountered. Range test flights will be continued next period.

Five more range flights will complete the J-75 development program. The airplane is programmed to remain at EAFB as a test vehicle. Although no large specific tests are planned at this time, many small items keep coming up. As these items come up they will be reported as separate tests.

Approved F elease 2001/09/95CRCTA-RDP81B008 (When Filled In)

R000100240002-5

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made to obtain information with slipper tanks. Results thus far show that overall range is increased out good autopilot performance is essential.

Engine operation is satisfactory at this time. A series of flights are being

Test airplane down for 100 hour inspection.

FORM 1572

For Release 2001/03 14 A-RDP8 0880R000100240002-5

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3. COMMENTS

Engine operation is satisfactory at this time. A series of flights are being made to obtain range information with slipper tanks. Results thus far show that overall range is increased but good autopilot performance is essential.

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V	Approve	Release 2001/	09/05 :	CIA-RDP81B00	010024000	2-5od covered
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	"B" Came	era Vibration Test				
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in the U20			aprite	average in	the U2A.	
d. With t	he new s	hock mounts instal 25X1D	led in	n the U2C photograph	nic result	s averaged 25X1D
e. No fur Hycon Engi of the "B"	neering	Study Proposal, HY	fli ght B -3 0,	t tests are schedule to vibration isolat	ed pendi ng te and imp	g approval of prove mounting
f. A community has been f	olete eng crwarded	ineering report* of to headquarters	on the	J-75 equi pped U2C 3	vibration K1A	isolation study

*Engineering Report, Vibration Isolation Study, 73-B Configuration, 20 Sep 59

(When Filled In)

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					_					FROM	100	COVERED	
	PROJ	ECT PR	ROGR	ESS REPOR	i I					17 Jul		23 Jul	
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358		hou	rs:							36 F	lig	hts	
351										14 F	lig	hts	
13. COMMENTS													

- 1. Information thru 22 July proviously submitted by message.
- 2. Flight 52 on airplane 342 for the purpose of obtaining speed power at low altude altitudes.
- 3. Flights 35 and 36 on airplane 350 for cruise performance. A high altitude engine flameout was induced on flight 35 at the end of the mission. The pilot had retarded the trottle to idle and was advancing it to check a new throttle stop. During this power acceleration the engine quit. This incident is not considered significant.
- 4. Flight 14 on airplane 351 for cruise performance. Operation was satisfactory.

Approved For ase 2001/09/05 (TA-RDP81B00880) 0100240002-5

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Project Pi	ROGRESS REPORT	· · · · · · · · · · · · · · · · · · ·	AUOM	THRU
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13. COMMENTS				

Engine operation is satisfactory at this time.

Approved For R ase 2001/09/03 F. C. FA-RDP81B00880F 0100240002-5

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Engine operation is satisfactory at this time.

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13. COMMENTS									

During a test flight of airplane 342 excessive engine receipess and low oil pressure were experienced on engine 610448. After flight inspection showed excessive oil consumption and small metal chips were found in the oil screens, indicating the probability of an internal engine part failure. The engine is being shipped to Hartford for investigation of this condition.

At the present time engine 610452 is being installed in sirplane 342. This engine has a previous history of abnormally high oil pressure. Prior to installation, the oil boost pump is being changed. The improved oil boost pump sense pressure plumbing, reported previously, is also being incorporated. A test flight will be made Monday 26 October.

SECRET

FORM 1572

SECRET

(13-20)

SECRET (When Filled In)

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13. COMMENTS

An improvement was made in the engine oil system plumbing. This consisted of replumbing the oil boost pump to sense main oil inlet pressure. The change resulted in steady engine oil pressure under all ground and flight operating conditions. Tests were made on airplanes 342 and 352 and resulted in very satisfactory engine oil pressure.

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	iay, 14 inform 25X1A valve kage are	, LAC mes completely ass day, 14 Oct 59 for s information by t 25X1A armoun r valve leaked exc kage are also requi	, LAC informed was completely assembled, day, 14 Oct 59 for low prosession by telephone 25×1A amounced the related excessively kage are also required by	LAC informed EAFB that the mas completely assembled. He estimated to lay, 14 Oct 59 for low pressure chamber as information by telephone conversation of 25X1A amnounced that LAC Engineering valve leaked excessively. Changes in a kage are also required before the Firewell of Firewell Co agreed to hand carry the	iny, 14 Oct 59 for low pressure chamber and flight in information by telephone conversation on 13 Oct 5 25X1A

Estimate complete assembly available for test and pilot evaluation 30 Oct 59.

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Release 2001/09/05 : CIA-RDP 81 B008 12 00010024000 55 Approved For

(When Filled In)

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13. COMMENTS	····									·		

AIRCRAFT 342:

A new development in the AC system test appears to have uncovered the real problem. The pump failure mentioned last week was experienced again this period. Vibration due to incompatibility of components in the system apparently has caused the pump failures, leaks and broken clips. Instrumentation is being installed and a quick solution is anticipated.

Granger box temperatures were measured with a heating unit installed. Box skin at the front stabilized at 50°C and box skin at the bottom aft stabilized at 105°C. The front temperature is comparable to that experienced on the J57 installation. The rear is much hotter. Heating unit on or off had very little effect on the high temperature. A means of cooling the bottom is being studied.





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AIRCRAFT #342:

Oscillograph records of AC system tests show rapid pressure fluctuations in the hydraulic system. These are caused by overspeeding the pump. With the pump turning 6000 RPM, cavitation is experienced above 65M. The present pump was purchased with the understanding that it could operate at 6000 RPM. A new pump capable of operating at 6000 RPM is being procured. Tests will be run immediately. If the new pump is satisfactory, 20 hours of operation will be obtained by Wednesday 7 October.

Structural modifications to the area around the Granger Box have been made. These modifications should improve the cooling air circulation around the box. A flight test of this configuration will be conducted Friday 2 October 1959.

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13. COMMENTS

Aircraft #360:

Delivered to Detachment C.

Aircraft #342:

AC system oil temperatures now appear acceptable. A long flight was made to confirm this and a pump failed. The failure is now being studied.

The Granger Box cooling investigation was delayed due to a box not being available. A box and radome are now being installed.

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Approved For Rel e 2001/09/05: CIA-RDP81B00880R0 00240002-5

(When Filled In)

									PERIOD COVERED				
	PR	OJECT PI	ROG	RESS REPOR	₹T			FROM			THRU		
									4 Sept	. 59	10 Sept.	. 59	
1. REPORTING AGENCY				*******		2. NAN	E OF CONTAC	T		$ \tau$	3. TELEPHONE		
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13. COMMENTS													

Aircraft #360:

Preparing for deployment.

Aircraft #342:

The AC system has been installed and instrumented. Additional oil cooler area over that tested on 360 has been provided. Flying is to be resumed Monday 14 Sept. 59.

Granger box cooling provisions have been installed and will be tested next period.

Approved For Repease 2001/09/05 : CIA-RDP81B00880R000100240002-5 SECRET

				
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	The second second		21 Aug. 59	27 Aug. 59
1. REPORTING AGENCY		2. NAME OF CONTACT		3. TELEPHONE NO.
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4. PROGRAM TITLE		<u> </u>		<u> </u>
J75 Engine Pr	ogram	25X1	A	
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12.	OPERA	TING TIME	<u> </u>	
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13. COMMENTS		1		
Aircraft #342:				

Undergoing modifications and 100 hour aircraft inspection. Aircraft #360:

Assembly completed. First flight scheduled for 28 Aug. 59.

A.C. electrical system modified and ground tested. With the system loaded the frequency and voltage were 405 cpm and 120 volts. High altitude flight checks must be made to confirm this operation.

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Approved For elease 2001/09/% RDP81B0088 000100240002-5

(When Filled In) PERIOD COVERED PROJECT PROGRESS REPORT THRU 7 Aug. 59 13 Aug. 59 2. NAME OF CONTACT 1. REPORTING AGENCY 3. TELEPHONE NO. LAC 4. PROGRAM TITLE J75 Engine Program 25X1A STATUS OF PROGRAM PROGRAM TESTING PLANNING ACTIVE PLANNING ACTIVE SUSPENDED CANCELLED 7. OBJECTIVE OF TESTS 8. PRIORITY 9. DATE PROGRAM INITIATED 10. DATE TESTING INITIATED 11. DATE OF ESTIMATED TEST COM-

	OPERATING TIME										
TEST ARTICLE	TOTAL TEST HOURS OR RUNS ROR	HOURS OR RUNS This period	TOTAL HOURS OR RUNS TO DATE								

13. COMMENTS

Aircraft #360:

Aircraft assembly dependent upon engine return from inspection.

Aircraft modification work is being accomplished in the meantime.

Approved For elease 2001/09/05 CHA-RDP81B0088 000100240002-5

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13. COMMENTS															

Aircraft #342:

Airplane undergoing 100 hour inspection. Engine has been received. Estimate airplane in commission in approximately one week.

Approved Forelease 2001/09/% নির্মেন-RDP81B008 0000100240002-5

(When Filled In)

			PE	RIOD COVERED
PROJECT	PROGRESS REPORT		FROM	THRU
			7 Aug. 5	9 13 Aug. 59
1. REPORTING AGENCY		2. NAME OF CONTACT	•	3. TELEPHONE NO.
LAC			25X1A	
4. PROGRAM TITLE				
J75 Engine Prog	gram			
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13. COMMENTS				

Flights on #358:

#43 - 8 Aug. -3:00. 25X1A

> #44 - 8 Aug. -1:27 - Night Flight.

#95 - 11 Aug. - 0:44. Aircraft & engine tests.

All tests accomplished to ready airplane for deployment.

25X1A #46 - 12 Aug. -- 7:00 - Ferry to Plattsburgh.

This will be final report on this aircraft.



Approved For elease 2001/09/05 : CIA-RDP81B0088 **2**000100240002-5

(when Filled In)																
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2	25X1A	#23	- 12 An	σ.			7:00	For	w to	Pla+	t.shu~	o'h				
25X1A #23 - 12 Aug 7:00. Ferry to Plattsburgh.																

This will be final report on this aircraft.

Approved For ease 2001/09/05cirCHA-RDP81B0088 00100240002-5

(When Filled In)

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13. COMMENTS													

Flights on #342:

25X1A

#57 - 31 July -- 2:25. Defroster and descent data.

#58 - 4 Sugust -- 2:26. Defroster and descent data.

The engine is due for inspection so flying has been terminated until the deployment of 351 and 358 is completed and an engine is available.

ease 2001/09/05 CIA-RDP81B0088 000100240002-5 **Approved For**

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13. COMMENTS												

25X1A

Flights on #358:

#41 - 6 August - - 1:30. A & E.

The airplane has been modified, a new engine installed and is being prepared for deployment.

(When Filled In)

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13. COMMENTS												

25X1A

Flights on #351:

#19 - 31 July - 2:42. Ferry Range.

Above flight was aborted due to high oil pressure and temperature in the early climb. This is the same engine that lost the oil last period. It is suspected that the oil loss caused some damage to the engine. The engine is being checked at PAC.

The airplane is currently undergoing pre-deployment modifications.



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4.	PROGRAM TITLE			<u> </u>			· · · · · · · · · · · · · · · · · · ·			
	J75	Engine I	nstallation							
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13	COMMENTS									

Flights on airplane #342:

#58 - 24 July - Abort due to personal equipment trouble.

#59 - 24 July - Evaluation of cambered stabilizer.

#60 - 28 July - Engine installation cooling test.

#61 - 29 July - Engine blowout check, performance descent.

Further evaluation of cambered stabilizer showed definite improvement of high Mach characteristics. This will be installed as a mod.

No blowouts have been experienced on this engine with the 15th stage bleed valves open during full power climb from 40 to 60,000 feet. The engine had previously had several while installed in airplane #351.

Approved For

ease 2001/09/05 CPA-RDP81B0088

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(When Filled In)

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25X1A 25X1A

#15 - 24 July - 8:00 Range at full power #16 - 28 July - 1:45 Airplane & engine #27 - 29 July - 1:32 Airplane & engine #18 - 30 July - 5:53 Range with slippers

After flight 15 the airplane was inspected and engine #610452 installed. Flight 16 was terminated early due to loss of oil pressure. Cause of the trouble was a cracked teflon and braid engine oil line. This had been obtained from a new vendor. Replacement parts are being procured from the old vendor. The engine was checked by P&W personnel and did not show any apparent damager

A range flight was attempted on flight 18. Fuel control and autopilot trouble caused the flight to be aborted. The fuel control is one previously removed for erratic control and had been reworked. The autopilot problem was cuased by an experimental pitch servo unit.



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(When Filled In)

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13. COMMENTS													

Flights on airplane #358:

#37 - 24 July - 7:05 - Max. power performance.

#38 - 27 July - 2:25 - B Camera - LAC mounts.

#39 - 28 July - 2:40 - B Camera - Hycon mounts.

#40 - 29 July - 5:27 - B Camera - Hycon mounts.

Ground vibration tests of the B camera with two new types of isolation mounts were conducted. These were followed by flight tests of each. Preliminary results look very encouraging. The airplane is now out of commission for modification and inspection prior to deployment.



lease 2001/09/05: CIA-RDP81B0088 000100240002-5 Approved Far

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1. REPORTING AGENCY		2. NAME OF CONTACT		3. TELEPHONE NO.							
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4. PROGRAM TITLE											
Dual Oxygen Regulator Seat Pack											
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13. COMMENTS											

Maiting for return of the assembly from LAC, installed in a seat pack.